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The Air Line Pilot

March, 1956

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New Lights At Idlewild —Page 2—

Capts. Gill and Cutrell shown with xenon high-intensity condenser flash tube.

Center Line Lights At Idlewild

Civil Aviation, Air Travellers And Pilots All Stand To Gain By New System At New York

On January 12th of this year, the complete U. S. National Standard Configuration "A" high intensity approach light system, with sequenced flashed condenser discharge lighting, was officially commissioned and put into operation at New York International Airport (Idlewild).

The system, also known as the Strobeacon Center Line System and the ALPA System, is the second such system to be put into operation and the first one to be installed at an international airport in the United States, although it has been adopted as an international as well as national standard. It is a product of Sylvania.

The new lights should prove a welcome relief to air line pilots long plagued by the deceptions of the slope line system previously in use for many years. The system is activated by the controller in the control tower during low-visibility weather or at the radioed request of the incoming pilot.

Features Listed

The Configuration "A" lights have these significant and advantageous features:

▶ The system extends 3000 feet outward from the threshold of the instrument Runway #4.

On The Cover

Inspecting Sylvania Strobeacon unit in new Approach System at New York International Airport, are (l. to r.): R. M. Brown, Facilities Division, CAA; Capt. E. A. Cutrell, AA; S. C. Peek, Sylvania Lighting Engineer; Capt. J. Gill, chief pilot, EAL.

▶ The steady burning incandescent portion is made up of center-line bars at 100-foot spacing. Each bar contains five sealed beam lamps.

▶ All sealed beam lamps in the system emit clean, unfiltered light except the imminence of threshold bar and the two wing bars, which are red filtered. The runway threshold lighting is, of course, green filtered.

▶ All bars are of uniform length of 14 feet except the red-filtered imminence of threshold bar, which is 42 feet in length; and the distance bar (1000 feet from runway threshold), which is 100 feet in length.

▶ Glide slope altitude at the 1000-foot distance bar is 115 feet above field level.

▶ Each of the first 20 bars outmost in the approach system incorporate a condenser discharge light.

▶ Each condenser discharge lamp flashes twice per second and in sequence towards the runway, giving the effect of large tracer shells fired towards the runway.

▶ The light output of each flash is in excess of thirty million candlepower and of a duration of approximately 180 microseconds.

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The Air Line Pilot

March, 1956

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Helmut Lorsch, Asst. Editor

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▸ The duration of flash is much too short to affect pilots' eye light adaptation. This very high candlepower flash of very short duration permits operation of the incandescent steady burning portion of the system at low levels of illumination for night operation, thereby greatly reducing glare, dazzle, or blending effect and increasing conspicuity of runway lighting.

▸ The condenser discharge lights are generally seen under very low visibility conditions from 4 to 12 seconds in advance of the steady burning incandescent lighting, thus aiding the transition from instrument to visual contact flight.

▸ The flashing lights, in addition to early identification, provide strong directional information.

Built-In Essentials

These factors result in the following essentials, being built into the system and immediately provided without mental calculations:

▸ Positive identification, with no possibility of other light sources in the vicinity being similar in appearance and therefore confusing.

▸ Direction guidance, which eliminates the momentary problem of orientation that usually exists, when a pilot first breaks out beneath an overcast.

▸ Rapid transition from instrument to visual approach.

In pre-installation tests of the lights, it was reported by Capt. John Gill. Chief Pilot, EAL: "In a number of special tests, approaches and landings were made under conditions of zero ceiling and zero visibility . . . The approaches were made with ease and would be accomplished by an average instrument-rated pilot."

Long-Range Benefits

From a practical standpoint, while pilots are probably the ones most immediately and directly effected, installation of the new lights will provide long range benefit to everyone. These benefits can generally be summed up:

▸ Increased safety.

▸ Fewer missed approaches that means fewer delays for passengers.

▸ Direct economic benefits to the air lines because of reduced delays and fewer cancellations.

The Strobeacon Centerline Approach System is the result of many years of research, study, and evaluation that began at Arcata, California, in 1947. Criteria for lights, that would be acceptable to ALPA, was laid down by the Board of Directors at the 10th Convention and reaffirmed by the 11th

(Continued On Page 13)

Russian Roulette On The Airways?

Have Increased Traffic Density, Fast Closure Speeds, Reached The Point Where Pilots Must Fly Beyond Human Abilities Of Eyesight And Reaction Time? At Best We're Gambling

By Capt. J. D. Smith
ALPA-N.Y. Regional Safety Chairman

The mid-air collision problem existing today is one that is causing the air line pilot group the most serious concern. This serious concern is being experienced whether the flight is being operated IFR or VFR.

Referring specifically to the VFR potential mid-air collision problem, it may be possible to most effectively outline the problem by advising that presently we are operating aircraft with closure rates faster than the speed of a bullet fired from a Colt 45. Were we to ask, if anyone is capable of seeing the flight of a bullet fired from a Colt 45, some people might wonder, "How ridiculous can you get?" However, after getting down to the bare facts as they relate to the operation, air line pilots within other segments of aviation are actually being called upon to do just this.

Beyond Human Capabilities

Another way to present the problem, is by stating, that with present closure rates many pilots, including those outside of airline operations, are being called upon to visually avoid other aircraft even though God does not give us the physical capabilities of such continuous accomplishment. More specifically, we are being required to operate beyond the human capabilities of our eyesight and reaction times. There can be no doubt that present VFR criteria is totally unrealistic.

The pilot group is concerned with:

- Expanded use of 1,000 on top as part of IFR clearances even though definite altitudes are available.
- Condoning and expansion of holding numerous aircraft 1,000 on top in high density terminal areas.
- Use of VFR restrictions for a means of convenience as part of IFR clearances.
- Use of one-way or preferential routings, which result in IFR traffic being required to operate at altitudes not consistent with those available to VFR operations. This type of operation results in IFR traffic oftentimes being required to fly head-on into VFR traffic at the same altitude. Consequently, we are more than concerned over the fact that one-way airways or preferential routings are not so designated for both IFR and VFR operations.
- Continuation of instrument approach procedures into uncontrolled airports without having adequate means for insuring a safe landing after a flight breaks out of the overcast.
- Thinking which tends to indicate that no corrective action is immediately required.
- Thinking which indicates that we can continue to operate safely on a "see and be seen basis" with our present VFR criteria.
- Continued difficulty being experienced in connection with having designated additional controlled air space to serve presently approved IFR routes.

Seek 100% IFR

Today concern over the potential mid-air collision problem has reached such proportions that pilots of individual airlines have resolved to operate 100 per cent IFR during all conditions. There is a growing movement within ALPA membership itself to operate all flights within the United States under IFR conditions at all times. Furthermore, along with operating IFR, serious thought is also being given to voluntarily raising of VFR minimums, particularly that part relating to visibility. As concerns this last point, visibility, it is interesting to note that many of the military operations are subjected to 5 miles as being required for VFR; however, to date, agencies charged with the responsibility of insuring continuous safety of operations have not yet seen fit to bring about realistic VFR criteria. If anything, these agencies have constantly indicated that no regulatory corrective action is desirable or needed at this time.

We take the strongest possible exception to any thinking, which indicates that corrective action is not immediately needed. We do not advocate that this corrective action should needlessly result in penalizing one segment of aviation for the benefit of another; however, we must now realize that it is vitally necessary for all segments of aviation to conclude that a definite standard of operations must be accomplished and nothing below these standards should be permitted to occur.

Built-In Booby Traps

In addition to the fact, that we are being asked to maintain visual separation with inadequate tools, air line pilots are also further hampered by built-in booby traps within the aircraft itself. In many cases we are operating million dollar equipment with a 25c windshield and windshield wiper. We hear all kinds of stories advising how easy it is to maintain constant visual reference to the entire sky, but in reality these stories oftentimes do not actually represent the facts.

In some aircraft it is extremely difficult for a pilot to be able to see out of the windshield in front of the pilot seated across the cockpit. This means one pilot can only see out of each side of the airplane for all intensive purposes. Of course, considerable work is being done to overcome this problem; however, we still are plagued with aircraft having this deficiency and no doubt will be for quite awhile. Consequently, it can be said that deficiencies in some windshields are aggravating our problem.

Daytime Conspicuity Problem

As to the problem of daytime conspicuity it should be pointed out that observing of other aircraft during daylight is extremely difficult. This is true even though a pilot may actually know where the other aircraft is. There can be no denying that equipment designed to improve daytime conspicuity is sorely needed right now. In this regard, it should be borne in mind that present anti-collision lights, while not completely solving all the problems, have, definitely assisted in reducing the potential mid-air collision problems during the hours of darkness.

Waiting For Utopia

The interesting thought in connection with present anti-collision lighting is that considerable time was lost in having available this valuable tool, because some segments of aviation were beartrapped into waiting for the Utopian solution. Other phases of our operations are presently being victimized by this same beartrap. We submit, that the potential mid-air collision problem has definitely reached the stage where we need immediate corrective action without being subjected to thinking which tends to indicate that present deficiencies will not become worse, that everything is being done, and in the not too distant future we will have the answer. Furthermore, we believe that the presence of the potential mid-air collision problem has been adequately justified and that due to the time and effort spent by many on this problem, we are now in position to understand all the reasons why we in airline operations have been clamoring for years that something definite has to be done.

Fears Results

Being realistic, it is necessary to point out that should the airline industry experience a mid-air collision over a densely populated area with the resultant heavy loss of life, it is very possible that such an accident would require vast amounts of time and money to overcome the effects of public reaction. In fact, if such should happen in the New York Area, it is almost safe to assume that all three metropolitan airports would be lost to commercial aviation. This closure incidentally would immediately eliminate approximately 25% of scheduled revenue.

Consequently, after considering safety of operations and economics, it is not felt that anyone sincerely interested in the continuous safety of operations of aviation can honestly take the position that corrective action is not needed immediately.

Unrealistic Tools

There are many facets making up the potential mid-air collision problem. For the time being, suffice it to say that present regulations and equipment are totally unrealistic tools for accomplishing our desired goals, namely efficient movement of traffic during all weather conditions in a manner consistent with safety.

It should be recognized that the only reason we have not been smearing airplanes all over the country, is due to the fact that so far God has been on our side.

Pilots, Bright Lights And Filter Lenses

A Doctor Reports Work In Designing Special 'Sunglasses' For Air Line Pilots

By Hedwig S. Kuhn, M.D.

In the early days of the war, an aeronautical engineer came to see me to make inquiries about the possibility of designing glasses, that pilots flying commercial planes could wear during an electric storm, so that the after-effects of lightning would not blind them, as they did. At the time, the optical research centers, commercial, university and military, were concentrating, of course, on war equipment, range finders, optical precision instruments, and were unavailable for experimental work on this project, essential as it was.

Special sunglasses developed for pilots.

About five years ago, a senior pilot of a commercial airline came to me and discussed the glare problems of a pilot flying into the sunrise and/or sunset. He felt quite rightly, that there was a relationship between general fatigue, excessive glare on the outside of the cockpit, and dimness of the instrument panel on the inside.

Results Of War-Time Research

By this time, some of the fruits of war-time research became available, including the intensive work done on filter lenses for use by military pilots during the war. Among the filter lenses developed, was one that filtered out *all* objectionable rays, excessive brightness (visible light), infra-red rays—those frequencies of ultraviolet rays that were the most irritating—and all rays not essential to good seeing. As a rule, 85 per cent of visible light must be filtered out for effective acuity in facing excessive brightness. Required all is a neutral lens, eliminating color distortion. All of these qualities are of very great value to commercial pilots.

Next, came the problem of figuring out the mechanics of providing such a filter lens for reducing excessive glare outside of a cockpit, but still making it possible to see the instrument panel; the frame needed to have temple pieces comfortable under headphones, and other details known to pilots wearing them. These details were worked out with the cooperation of Capt. Fred Pastorius (TWA, ALPA Member No. 1443), and indicated a specially designed frame and half-lenses, which solved as many of the problems as possible. The lens filtered out enough of the brightness levels to make possible the cutting down of the discomfort of glare outside of the cockpit, so that planes were visible in the sky. It also filtered out infrared and ultraviolet, and it is possible to wear these lenses during night thunderstorms to eliminate lightning flashes, always distressing, enabling pilots to watch thunderheads and storm configurations. All other types of filter lenses, reflecting lenses, polaroid lenses and gradient density lenses, were eliminated for various scientific reasons.

Reasons For Design

The thought behind the design, was to have as little glass or distraction as possible, so that the pilot would be almost unaware that he was wearing any kind of glasses. The exact level of the cut-off line was worked on by many different types of individuals, tall pilots, short pilots, concentrating on the problem of those planes where the visibility of the instrument panel, in contrast to the brightness levels on the outside of the plane, is most acute. It was soon found, however, that this type of sunglass was of value to pilots flying many types of commercial airlines, and of course, in flying military transports.

The end product—the present pilot sunglass as developed—is one that has now been tried by many pilots on an experimental basis before final specifications were decided on. The filter lens, designed chemically and optically to be as perfect as science can make it, has a transmission curve that allows only those rays of visible light that are needed, to be transmitted, while the neutral color is most important, and the optical quality of the glass is perfect, eliminating distortions, and finally, the frame design is custom-built.

Much Misinformation

The entire subject of filter lenses is a very interesting one, and one in which the public, in general, is badly misinformed. Actually, in the normal eye, excessive visible light *per se*, can do no organic damage, but glare *can* cause *discomfort*.

Not all individuals are uncomfortable; many vacation on water, beach or mountains without being the least uncomfortable. Actually, socalled "sunglasses" would better be called sport glasses, as they are *not* designed for looking *at* the sun itself. A concentrated effort was made prior to the eclipse a few years ago, to make the public aware of the fact that not every socalled sunglass would filter out infrared. In spite of the publicity, cases of blindness did occur. It is important to know that flying into the sunset or sunrise is *not* looking deliberately or directly *at* the sun.

Let us never forget, that snow blindness in high mountains and polar areas, due to reflected infrared rays (heat) is dangerous; that eclipse blindness due to infrared (heat rays) is dangerous; that ultraviolet rays (welding), while they cause great temporary discomfort to the exterior of the eye, do not penetrate the eye or cause damage to the tissues on the inside of the eye. Infrared (heat rays), caused by working very close to very high temperatures with exposure over very long periods of time, can cause damage inside of the eye. Such cases are almost unknown in this country. In the "old country," glass blower's cataract did occur, but it took 25 years of exposure to high temperatures at close range without any protection, to produce them.

About The Author

The author, Dr. Hedwig S. Kuhn, as a partner in the Kuhn Clinic, Hammond, Indiana, is consultant in industrial eye problems, injuries, and in-plant problems in both Illinois and Indiana.

In addition, Dr. Kuhn possesses the following background to speak authoritatively on the air line pilot problem presented in this article:

- *Secretary of the Joint Committee on Industrial Ophthalmology (representing the AMA and the American Academy of Ophthalmology and Otolaryngology).*
- *Chairman of the Eye Conservation Committee of the National Safety Council.*
- *Member of the Industrial Advisory Committee of the National Society for the Prevention of Blindness.*
- *Consultant to the United States Air Force and Air Materiel Command.*
- *Fellow in the Illuminating Engineering Society.*
- *Member of the Aero-Medical Association.*
- *Member of the Armed Forces NRC Vision Committee.*
- *Special project consultant to the Submarine Base, New London, to the U.S. Army and U.S. Navy.*

Difficulties Of Selection

While there are some excellent glasses on the market, that do filter out visible light in proper percentage, etc., the buyer is unable to differentiate as the vast majority of the socalled sunglasses do not carry a trade-mark stipulating filter qualities. The public, professional or otherwise, can go to a store and ask for and *get* a can of grade A corn, but one cannot go to a store and *ask* for and be sure to get a lens that has a 15 per cent transmission of visible light, and that filters out ultraviolet and infrared rays, and have any guarantee at all that the purchased glasses can do this as none that I know of, carry a guarantee. The time will come in which we *can* go to a store, ask for a specific type of lens and know that we are getting it.

The color and density of any given tinted filter lens need have nothing to do, *per se*, with the type or amount of rays that are transmitted. The transmission curve is based on the exact chemistry of the glass. Some lenses are designed to filter out ultraviolet, some infrared, etc. A welder's glass (which actually were best clear in order to allow a welder to see what he is doing) is a dark green, because of the iron that is required to filter out ultraviolet rays emitted during welding. Lenses, used in heat treatment operations, are dark, not to reduce the brightness of the heat, but because special chemicals are needed in the lens to filter out the infrared (heat) rays.

In 1952, the Joint Committee on Industrial Ophthalmology, which represents the American Academy of Ophthalmology and Otolaryngology and the Section of Ophthalmology of the American Medical Association, appointed a Subcommittee of top quality experts in the field of filter lenses. After much research, and then after many, many hours of careful wording and consideration of all factors involved, the Joint Committee published a Statement with reference to "Tinted Optical Media."* Highlighted was the Committee's warning against use of any type of "reflecting, filter or polaroid" lens to reduce glare of oncoming headlights, or anything that cuts visibility during night driving. The same thing is true of some colored windshields that reduce visibility at night.

Conclusion

The above discussion is presented in the hope of providing general background material on tinted optical media frequently requested, and to describe a type of special pilot sunglasses developed through basic research as well as the cooperation of pilots themselves, and designed specifically for their need. There are, of course, innumerable other problems and challenges having to do with visual demands on pilots—dark adaption, drowsiness in red light at night, and new—as yet unresolved or even unrecognized—visual problems arising with the use of jet transports.

**Reprints of this report* Tinted Optical Media *are available to anyone interested. They may be obtained by request to* The Air Line Pilot, *ALPA, 55th St. and Cicero Ave., Chicago, or the Kuhn Clinic, 112 Rimbach St., Hammond, Ind.*

Air Line Pilot---Man Of Ethics

The Respect Of A Profession Depends On Its Ethics. Here The Author Tabulates The Moral Code That Has Made Air Line Piloting Truly An Ethical Profession

By Capt. F. E. W. Smith
Canadian Air Line Pilots Assn.

Discipline comes in two packages: plain and fancy. Plain is the army kind and the kind most people submit to most of the time. It means working under the close, direct supervision of the boss, who is always handy and ready to criticize the work, and people behave mainly because they wish to avoid that criticism. Fancy is self-discipline, which is both the privilege and trial of all who are self-employed, of all executives and professional people whether self-employed or not, and some nonprofessionals who work without supervision.

Self-disciplining people must maintain their own output and regulate their methods and behavior on their own. If employed, they are responsible to someone but are only indirectly supervised because of the complicated nature of their work. Actually, self-discipline is self-criticism and if it is going to work at all, one must have certain standards to which one can hold oneself accountable. Without such, there is no self-discipline and the freedom and latitude offered works to the individual's deterioration, both as a person and in the public eye. A classic example of this is the businessman whose only inhibitions are profit and the limit of law. He may do well financially, but he is not respected and his personality suffers greatly as he ages. These standards of self-discipline are usually called ethics, rules, which all people of high morals impose on themselves to guide their conduct through their business life. The respect earned by any occupation depends on its ethics and how well they are observed.

Code Of Ethics

A satisfactory code of ethics must contain several elements, if it is to provide a well-rounded standard satisfactory to the occupation and its people. It must express the pride of the group, for if there is no pride in the work, no other standard can hold. The aims of the occupation, what it is trying to do, need inclusion for both pride and direction. There has to be a better reason for work than just to make money. Integrity is very important and requires expression in spite of our good religious upbringings, for the opportunity to cheat is ever present and often attractive to the self-disciplining man. Standards of behavior are as important to ethics as are hair cuts to an army, and for perhaps the same reason. And, of course, the ethics must include the manner of doing business.

Air line captains are professional men and self-disciplining. True, Check Pilots ride the airways on route and local checks, and examine flight logs and airways complaints as normal discipline enforcement. But as no one is going to be naughty with a Check Pilot on board, their presence on the flight deck is more a subtle reminder than it is direct supervision. There are many more line flights than there are check rides, and, as no supervisor can criticize a flight he is not on unless it gets into a lot of trouble, the standard is maintained by the individual efforts of the pilots themselves. Air line First Officers are under the constant and direct supervision of their Captains, but for several reasons this direction is more instructive than it is disciplinary. These include the fact that Captains do not hold hire and fire authority, but can only report; the fact that a flight deck works well with a team spirit and poorly with a "boss-bossed" situation; and that First Officers are also professional men, headed for captaincy, who must get used to self-discipline early. So all air line pilots are self-disciplining and are in need of an ethical standard to make their efforts worthy and effective. A code of seniority, sex and salary, while interesting, simple and perhaps personally pleasing, has not the breadth or moral level which is required.

A more realistic standard includes the elements of ethics just described and is listed and explained here following. No attempt is made to treat them in order of importance, for the reason that all ethics are equally important and interdependent.

Pride In The Profession

No work can ever be satisfying unless there is pride in that work. It is a fine thing to be part of the growing fraternity of airmen, a situation which a man can occupy with real pride and lots of it. Airmen are a unique and distinct group of humans select not only in their personal health, but even more in their intelligence, emotional control and judgment. We should never forget that we are the men, who make the dreams of the engineers work and so offer the public the fastest, most comfortable, most satisfying means of transport the world has ever known. Contrary to popular opinion, our selection is not solely medical, although our health is a basic requirement. We require, in addition, specialized qualities which the average man does not have, and which may perhaps be expressed in a single word, that we are "airmen." In other words, we are men who can live in the air. In writing of pride, it is important to mention that the proud man insists on proper recognition for his work, both in pay and privilege. There is no pride in offering a cut rate service to the community.

Good Judgment

The aims of the piloting profession are quite simple, for the purpose is to fly aircraft containing human or material payload from place to place on a schedule. Living up to this requires intelligence, determination, and often courage. Every pilot has experienced situations where it was best to turn back or otherwise get on the ground, and every pilot has seen situations where it was easiest and explainable to do so, but where, with drive, a trip could go through. A workman on a job may go when told to go, and stay when told to stay, but a pilot must make the decision himself. In arriving at it, he must remember his purpose and remain aware of its two and often conflicting requirements — production and safety.

Do Honest Work

The individual integrity of the members of a profession is vital to the quality of that profession and the respect it earns. We have all seen how a "sharp

(Continued On Page 13)

The ALPA C

Southwest News-Herald Photos

Now You See It—Now You Don't

Outdoor advertising billboard on southeast corner of 55th St. and Cicero Ave., long a hazard at Chicago's Midway Airport, being dismantled, after intensive ALPA publicity, in local press and radio, stressed potential danger to incoming and outgoing flights.

Pilot's Aloha

Retiring after 38 years as pilot, UAL Johnson (left), pauses watch fa Honolulu, prior to trip h A 27,000 Johnson joined United in 7, after 1 flyer, barnstormer and pi er air mail

Electra Prop

ALPA Lockheed Electra Committee, meeting with Aeroproducts personnel at Dayton. Shown on table: dismantled propeller hub of type to be used on Electra.

PA Camera

Pilot's Aloha

ears a ilot, UAL Capt. Ralph J. auses watch farewell hula at trip h . A 27,000-hour veteran, ited in 7, after 10 years as army and p r air mail pilot.

Physical Standards Study Committee

Shown with faculty during recent Postgraduate Course in Aviation Medicine at Ohio State University, given by Ohio State's College of Medicine and CAA's Medical Division.

The New Civil Air Budget

Proposed CAA Budget Is Encouraging Because It Recognizes Lack Of Funds That Has Been Strangling Civil Aviation Development

By Ed Modes
Editor, THE AIR LINE PILOT

The budget request for the Civil Aeronautics Administration, recently submitted to Congress by President Eisenhower, is a record $202,618,000 for fiscal 1957.

Included in the appropriations are requested funds for numerous items the Association has proposed and backed as necessities, if the air lines are to continue their expansion and safety record. It represents a reversal of the economy program, which had been slowly strangling aviation planning and development.

The proposed budget is heartening from the air line pilots' standpoint because it recognizes:

- The immediate seriousness of the traffic congestion situation and the need for funds to alleviate it.
- The divorcement of military and civilian installations in some instances where they are presently a common service.
- The need for airport development and improvement.
- The current inadequacy of navigational aids.

President's Message

Following is the text of the portion of the President's message devoted to "promotion of aviation":

"Promotion of aviation. — During the past 5 years, the rapidly expanding use of the Federal airway system and the increasing speeds of both conventionally powered planes and military jet aircraft have produced serious traffic congestion. To maintain our high standards of safety, aircraft have had to be delayed or flights canceled, with a resulting heavy cost in time and money to both the operators and users of the planes.

"As a step in meeting the immediate problem, I am recommending new authority to incur obligations of 40 million dollars in 1957. This will enable the Department of Commerce to expand further the capacity of the present airway system by installing greatly improved air navigation and traffic control facilities.

"To keep pace with further advances in aviation, I shall shortly initiate a comprehensive study of the nation's long-range needs for aviation facilities. This study will take into account both civil and military needs in order to avoid costly duplication of equipment and systems. I shall expect it to point the way to the development, installation and operation of the most efficient and economical air navigation system within the capabilities of our technology.

"In addition to the expenditures to expand the capacity of the airway system, expenditures for operating the present airway system must rise substantially to handle the expanding traffic, to operate new facilities provided under earlier appropriations, and to take over from the Department of Defense the costs of operating certain radar installations serving common military-civilian needs. Federal grants to help local communities build airports are also increasing as a result of the legislation enacted last year. In total, expenditures of the Civil Aeronautics Administration will rise by an estimated 50 million dollars to 200 million dollars in the fiscal year 1957.

"Subsidy payments by the Civil Aeronautics Board to commercial airlines will again be reduced in the fiscal year 1957 as a result of rising profits of the carriers and continued vigilance of the Board in keeping subsidy rates at the lowest possible level. These subsidies amounted to 58 million dollars in the fiscal year 1955 and are estimated at 34 million dollars in 1957.

"The research achievements of the National Advisory Committee for Aeronautics are making possible significant advances in the capabilities of our military aircraft and guided missiles. However, increased effort is needed for timely solution of the problems of flight at faster speeds, higher altitudes, and longer ranges. Accordingly, I am again recommending an increase in the appropriations for this important work."

Airways To Get Most

To reflect the needs pointed out by the President, an appropriation of $128,500,000 for operations and regulation is being asked, with the bulk

TABLE I

Program by activities:	1955 actual	1956 estimate	1957 estimate
1. Federal airways	$ 89,767,790	$ 99,044,000	$111,099,000
2. Aviation safety	12,989,058	13,646,000	13,688,000
3. Airports	2,132,334	2,896,000	3,713,000
Total obligations	104,889,192	115,586,000	128,500,000

TABLE II

	Number of facilities		
	Presently authorized	Additional proposed 1957 through 1961	Proposed in 1957 budget
Very high frequency omnirange	498	383	76
Airport traffic control tower service	186	40	17
Long range radar	4	69	18
Airport surveillance radar	45	44	2

($111,099,000) earmarked for federal airways. This is $12 million more than in fiscal 1956 and will be for: (1) Additional workload resulting from increased traffic; (2) Operation of newly commissioned facilities; and (3) Operation of ATC installations formerly financed by the Air Force and Navy. Close to a million-dollar increase is being asked for administering the airport program. Estimates for aviation safety remain close to the 1956 figure (see table I).

Major Projects

The nearly tripled budget for new navigation aids ($16,000,000 appropriated in 1956 vs. $40,000,000 in 1957) follows the Air Coordinating Committee-approved five-year plan. Major projects for 1957 include: increased use of radar for traffic control; expanded communications capacity in control towers and centers; additional VHF radio ranges to provide multiple airways; and procurement of five transport-class aircraft for improved flight inspection of navigation facilities (see table II).

Airport Aids

Also included in the proposed CAA budget request are: $2,000,000 for air navigation development, an increase of almost $1,000,000, for Commerce Department's contribution to Air Navigation Development Board Program with major emphasis in fiscal 1957 to be on air traffic control aids; $30 million for airport aid for liquidation of obligations under the new program.

Here is how the $202.6 million budget for fiscal 1957 (which begins July 1, 1956) stacks up with the two previous years' appropriations: 1955, $131,441,359; 1956, about $160 million appropriated, but expenditures are expected to go to $164,024,638 before the year is out.

A Good Start

It is encouraging to note that the increased monetary needs of civil aviation are being recognized. But probably even more encouraging is the fact, that thought is being given to putting these increased funds to work where the problem is most acute and they will do the most good. However, despite its record size, the proposed budget, even though it will allow expansion and improvement in vitally-pressed areas, is not, in itself, a for-once-and-all cure-all for the civil aviation dilemma that has been shaping up over a period of many years of neglect. It is probably only a good start on what will have to be done to meet aviation's long range requirements.

Local Service A Year Later

Indications Are That Local Service Can Now Build Solidly For The Future

By Helmut Lorsch
Asst. Editor, THE AIR LINE PILOT

One western local service carrier recently made aviation news, when it announced the signing of an option for the purchase of a number of F-27 Fokker "Friendship" turbo-props. Other such carriers also expressed interest in placing similar orders, and their airline officers scurried all over Western Europe, looking at other DC-3 replacements in England, France and Holland. What this meant, was that America's local service carriers had become confident of the future and were looking forward to expansion. What it also meant to hundreds of U. S. communities, was that modern air service would link them to the rest of the nation's areas.

This achievement can be credited in a measurable degree to ALPA's efforts to secure legislation for permanent operating certification for local service carriers. It was an excellent example of the Association's present-day conception of legislative action.

New Legislative Concept

In the early days of ALPA, the concern of the Association in effecting congressional action was in the main devoted to gain representation rights, flight-time limitation, safety laws, and other matters concerned with the immediate welfare of the individual pilot. Today, ALPA believes that if the entire airline industry prospers, the individual pilot also will benefit. It is the welfare of all, which will bring the greatest gain to pilots. This is another example of the Association's belief in the principles of competitive enterprise, since only this system could have achieved the high degree of airline service enjoyed in this country today. But until 1955, the local service carriers were secondary enterprises and "second-class" citizens in this system.

ALPA's interest in the Local Service Carrier Certification was put into definite language, when the 13th Convention adopted the following resolution:

"Be it resolved that vigorous support for a program to effect legislation requiring a permanent operating certificate for local service carriers and temporarily certificated schedule carriers is hereby declared, and

"Be it further resolved that, for the purpose of implementing such a program, the Executive Committee is directed to appoint a pilot committee to operate under the President's direction."

Committee Appointed

On Dec. 22, 1954, ALPA's Executive Committee appointed this committee, designated as the ALPA Permanent Committee for Certification for Local Service Carriers. Members were: C. E. Cochran, Ozark; S. G. Gondek, Mohawk, and D. O. Lafferty, Southwest. At its first meeting, held in Washington, Feb. 22, 1955, the committee, in cooperation with the President's Department and ALPA's Washington representative, developed a plan of action, which included the establishment of sub-committees in each local service airline to coordinate the Washington, Chicago, and field projects. Their mission was to develop "grass roots" interest in permanent certification and to convert that interest into active communication to Congress and the Administration.

Success was achieved in generating great interest and enthusiasm in the permanent certification problem. Wires and letters were received not only from airline personnel, civic organizations, and city officials, but also from prominent businessmen in other fields. Newspaper editorials and other publicity results in the local press all over the nation, helped to arouse the communities involved.

Bills Introduced Into Congress

The result of this activity was the introduction of bills in the House of Representatives by Rep. John Bell Williams (D.-Miss.) and in the Senate by Sen. Warren D. Magnuson (D.-Wash.) to provide permanent certifica-

tion for the temporary carriers.

ALPA's position was made clear by Pres. Sayen, when in testimony at Committee hearings on these bills, he summarized the Association's stand thusly:

▶ "Permanent certification will help to relieve the uncertainty on the part of investors, management and employees."

▶ "It will relieve management of the tedious and expensive procedures, which are required every few years in a certificate renewal proceeding."

▶ "It will permit this industry to attract capital, which is vital to its expansion and growth."

▶ "It will reduce employee turn-over and encourage capable people to invest their future in this business."

▶ "It will enable these carriers to secure sufficient financing to acquire more efficient aircraft."

ALPA's Position

In substantiation of this, ALPA testified: "These carriers perform an essential service in our economy and . . . this service is capable of sustained growth in the public interest. Without exception, the Local Service Carriers have entered the scheduled air transportation field since the end of World War II. . . . In this relatively brief period, these carriers have developed a network of approximately 30,000 miles of air routes serving 440 communities in the United States. The only air service provided to 264 of these communities is by local service air carriers. Over 47 million people have air service made available to them by this new aviation enterprise."

It was on April 21, 1955, when the final version of the Permanent Certification Bill (S. 651) was passed by Congress. Pres. Eisenhower signed it into law on May 19, despite the fact that the Administration earlier had expressed its opposition to the bill. Southwest Airways was the first carrier to receive permanent certification by the Civil Aeronautics Board.

Success Noted

Now a year later, it is interesting to take a look and see if the Local Service Carriers have benefitted by their new, permanent certificates. The record shows, they have. The rise in passenger revenues, always an important trend in airline progress, shows that all of the 13 Local Service Carriers have achieved considerable gains during the past year.

Here are figures for Third Quarters, 1954-1955:

Allegheny—1954: 882,000; 1955: 1,195,000; a 35.5% change.

Bonanza—1954: 272,000; 1955: 357,000; a 31.3% change.

Central — 1954: 141,000; 1955: 208,000; a 47.5% change.

Frontier — 1954: 656,000; 1955: 737,000; a 12.3% change.

Lake Central—1954: 192,000; 1955: 324,000; a 68.8% change.

Mohawk—1954: 845,000; 1955: 985,000; a 16.6% change.

North Central—1954: 1,120,000; 1955: 1,617,000; a 44.4% change.

Ozark — 1954: 414,000; 1955: 647,000; a 56.3% change.

Piedmont—1954: 1,136,000; 1955: 1,210,000; a 6.5% change.

Southern—1954: 350,000; 1955: 434,000; a 24.0% change.

Southwest—1954: 609,000; 1955: 819,000; a 34.5% change.

Trans-Texas — 1954: 500,000; 1955: 549,000; a 9.8% change.

West Coast — 1954: 474,000; 1955: 585,000; a 23.4% change.

These figures graphically illustrate that local service carriers, along with the other of the nation's large trunk carriers, are showing a steady gain.

Subsidization Problem

Some of the original opponents to the Local Carriers' certification feared the need for constant subsidization. However the carriers' steady growth means, that the day will come, when these will be unnecessary. In the meantime they will be, as Pres. Sayen pointed out in his congressional testimony, "an excellent investment."

Benefits Of Certification

All have gained by the certification of the Local Service carriers:

▶ The local communities, which besides receiving air service, have been provided with additional income by increased construction of airport facilities.

▶ The national defense effort, by maintaining approximately 1,000 air line pilots in the highest possible state

Book Review

AIRCRAFT IN DISTRESS

By Harley D. Kysor; Chilton Books, Philadelphia, Pa. $6.00*

Although the title of this book, *Aircraft in Distress,* packs a lot of drama, don't be misled by it. It's not a fictional treatment such as *The High and the Mighty,* but actually a highly authoritative and factual manual of air survival based on much research and study.

The author, a pilot with 12,000 hours (ALPA member No. 8627) has gained wide recognition in his field. It should be of interest to pilots for two important reasons: (1) it covers aircraft emergencies as seen through the eyes of the pilot; (2) it is also a field in which ALPA itself is very interested.

This is probably the first time an attempt has been made to put between the covers of a book the pilot's complete part in an emergency situation, from the time an emergency arises until the aircraft and its occupants are returned to safety. A look at some of the vital topics covered in the 428 pages and 59 illustrations gives some idea of the scope of the book. Among these, to mention but a few: ditching on land or sea, day or night, summer or winter; first aid on land or sea—how to make shelter; SOS and other international distress signals; safety position for pilot, crew, passengers, baggage. There are also graphic illustrations on all technical descriptions.

But for all its technical soundness, *Aircraft in Distress* is not dry reading. It is written in an extremely interesting and readable style. Importantly, too, the author makes no pretense of laying down hard and fast rules. In his words: "There is no real substitute for judgment. Rather, the procedures (described in the book) have been selected because experience has proven them effective . . . (they) are intended as a fund of useful information to be studied and applied as an aid to good judgment, not a replacement for it."

The book is just that—a wealth of knowledge, conveniently assembled in one place, and presented in understandable language, that should prove welcome to professional pilots as well as anyone, who owns or directs aircraft operations.

** Because of the professional nature of this book, it is available through the ALPA Engineering and Air Safety Dept. at $4.20 per copy. In order to get this reduction, it must be ordered by ALPA in lots of 30 or more. Send your check or money order to ALPA Engineering Dept., 55th St. and Cicero Avenue, and they will order the copy in your name at the discounted rate.*

of proficiency, available for service to the armed forces as transport pilots.

▶ The Trunk carriers, who have gained in additional passenger and freight revenue, fed to them by Local Service lines.

▶ It has opened the door to ultimate development of a basic local service, which can do for the Local Service carriers the job the DC-3 did for the trunk lines for many years.

This, in general, is the picture of Local Service one year later: a growing, permanent segment of the air transport industry, that will be able to build for the future on a more solid foundation than it could ever dream of before.

Center Line Lights At Idlewild . . .

(Continued From Page 3)

Convention. This system, the policy said, should:

▶ Have a single row installed on the extended center line of the runway.

▶ Be visible through 180° (90° to either side of the approach light).

▶ Be instantaneously identifiable and recognizable as an approach light system under all conditions of low visibility.

The 11th Convention added: "The ALPA Centerline Approach Light System (should) be adopted as the ofcial ALPA approach light system and this (should be made known) to IFALPA, ITWF, IATA, ATA, CAB and CAA."

ALPA's representative, who worked for some ten years with other interested persons and organizations to develop adequate lights, as defined by the Air Line Pilots Association, has been E. A. Cutrell, of American Air Lines. Another person, who has played an important part in the development, is EAL Chief Pilot Capt. John Gill, an ALPA Executive Inactive member.

In commenting on the new Idlewild lights, ALPA's Engineering and Air Safety Department stated:

ALPA's Statement

"To the members of the Air Line Pilots Association, one of the greatest aids since night flying began has been the development of airport lighting and approach lighting. It is difficult to understand why airport lighting has not been more adequately provided some time ago. ALPA's efforts to improve airport lighting go back over 15 years with the most accelerated programs for airport lighting development starting about 1947.

"ALPA's official representative for improving landing aids is American Airlines' Captain E. A. Cutrell, who has received the Octave Chanute Award for his efforts in improving landing aids and is also one of the leading advocates and developers of the center-line system which is now well on its way toward becoming a world standard. Actually, the value of this center-line system to pilots lies in the fact that it is more than just a row of lights. It has a definite geometric pattern which enables the pilot to follow the lighting interpretation without any difficulty by being able to first recognize a single row. Next, a transverse bar usually located 1,000 feet from the approach end of the runway and, finally, the definite threshold runway end marking pattern of lights.

Importance Of Lighting System

"In addition to making for safe landings, adequate approach lights assure a reduction in the number of missed approaches which are both hazardous and costly to the air carrier. The importance of adequate approach lighting can be brought clearly to the attention of all concerned by the fact that ALPA accident representatives have testified at seven CAB accident hearings that adequate approach lighting would have prevented the seven accidents. In these accidents 69 lives were lost as well as millions of dollars of equipment. In addition to the loss of lives and the equipment dollar there usually follows the adverse publicity every air line accident creates.

"The Port of Authority and others active in this field are to be commended on expanding approach lighting and airport lighting in the New York area. Pilots, we are sure, will appreciate this airport lighting improvement in the New York area which will be most welcome to pilots flying into that airport. We feel that other metropolitan areas could well follow New York's example to provide increased safety for the air traveling public."

Man Of Ethics . . .

(Continued From Page 7)

practice" lawyer or a "quack" doctor can bring discredit to their professions and have observed how quickly the other members have disassociated themselves with the guilty person. The principle of honesty in work applies equally to pilots, for there is a wealth of opportunity in the air for evil practice, ranging from the criminally liable to simple cheating on VFR. It is impossible for any individual to do dishonest work and not become personally degraded. It is impossible for any group to accept or ignore such work without also becoming degraded.

Be Loyal

All codes of ethics include loyalty in their standards. It is one of man's greatest virtues, placing the well-being of the group ahead of the interests of the individual. Without it we stumble along the path to anarchy. With it we progress collectively. Let all pilots resolve to be loyal, to never compete destructively amongst themselves, but support the group interest through their Association, the industry, and the Company. But remember, true loyalty is not blind, and no person or group has the right to claim it in support of a wrong action.

In all ways, keep the standard of behavior high. All self-disciplining people must make a constant effort to keep their standard of performance high in all respects. Self-criticism demands a permanent dissatisfaction with technique, a continuing interest in appearance and in bearing, a desire for good relations with other people, a healthy attitude toward the job, and manliness in trouble. The very definition of self-discipline requires this inclusion among the ethics.

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is our prime concern. We must never lose our respect for the air and so treat it carelessly. A great privilege and a great reponsibility has been accorded us — custodian of the lives we carry, and in the measures of responsibility none equals that for lives. There is a prevalent feeling among many pilots that here we best acquit ourselves by understandable personal concern. Normally this is so, but there are times in every life when the personal interest is low, and it becomes desirable for any of a number of reasons to take an unwise risk. It is much better to remember the trusting, defenseless lives in the cabin aft.

Place Duty Over Self

The self-accounting man needs backbone and this he displays by the will to place his duty above his personal wishes. The doctor gets out of his warm bed and goes out in the stormy night because it is his duty to do so. On convenience it would be easier to let the patient die. Even so in the air there are frequent situations where a choice must be made between what is personally desirable and what is proper duty. He who listens to himself is failing.

Study The Air

No one will ever know enough about the air. This vastest of all oceans is an infinity of variables and ever capable of conjuring up some new disturbing situation. As its mariners we pilots must assume its study on a career basis. As an ethic this is forward thinking, but it is also vital to operating our trips safely. In our business, ignorance and danger are partners and if we do not know what we are doing, we must either fail in completed trips or sacrifice safety.

Accept The Responsibility

Many people seem anxious to attain high position, but when there, try to duck out of the responsibility it carries. In fear of retribution, they avoid taking initiative and make constant attempts to ease the decision on to someone else. We pilots carry heavy responsibility, most of which is nontransferable, although in some ways we can slough off part of the load. This refers mainly to criticizable decisions on flight operations. In doing so, we are weakening our general position in the industry (and therefore letting our colleagues down), without accomplishing anything, because we will be doubly criticized both for the decision and the refusal to make it. It is essential that the pilot take command and accept *all* the liabilities of his responsibility—an unavoidable ethic.

Be Cool, Resourceful, In Emergency

As far as aviation has gone toward making the air safe (and it has gone a long way), there are times when things unstick and the pilot is in immediate, grave danger. Because he is an airman and chosen with this possibility in mind, he will normally function well and fight the situation as long as he can. But at such times self-discipline faces its stiffest trial, no man being immune to the feelings of panic. Ethics conquer panic, for here is where all one's pride as a man, as a professional pilot, all one's skill, knowledge, and accumulated backbone, marshal together to give a man control over intense fear. Because such situations do occur, and because, when they do, they are so desperate, let us place on our standard the determination to fight an emergency coolly and effectively as long as there is life in us.

These ethics may not include all that we need, but if every pilot accepts them, and does his best to live up to them, they will ensure a pretty high standard of operation. We cannot operate at all well or maintain the respect of our employers and the public without them. This we know, and the vast majority of all pilots have been living these ethics for years. This article merely tabulates them.

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FOURTH ANNUAL ALPA AIR SAFETY FORUM

Will Be Held At The Shoreland Hotel, Chicago, March 6, 7, And 8

In The Spotlight: The Jet Era

Answers to problems of top concern to pilots and the aviation industry will be sought at the Fourth Annual ALPA Air Safety Forum, March 6, 7, and 8, at the Shoreland Hotel, Chicago. These are Air Traffic Control, Airports, and Jet Transport operations.

The importance of these annual forums has been widely recognized by the industry, as a foremost contribution to the development of air safety and a medium for bringing into focus the ever mounting problems, facing U. S. and world aviation. Recent orders for huge turboprop and turbo-jet transports by the nation's major air carriers, have greatly magnified these problems, since not only will they introduce radical innovations in air transportation, but at the same time will increase the dire need for adequate air traffic control and airport facilities.

In the light of these revolutionary developments, ALPA, this year, has invited spokesmen from the government, the manufacturers, the air lines and pilot safety representatives, to present their views on what these new problems will mean for pilots in particular, and the industry in general.

Panel Discussions Featured

As at past Safety Forums, panel discussions will make up the major portion of the three-day program. Capt. J. D. Smith, ALPA New York Regional Safety Chairman, will head the panel on "ATC Requirements—Present And Future." Other members on this panel will be D. S. Littel, Superintendent, Airways Aids and Electronics, American Airlines; J. H. Hilton, CAA; Sam Saint, Air Traffic Consultant to American Airlines; Max Karant, of the Aircraft Owners and Pilots Association; and a representative from MATS.

The Airport Safety panel will be headed by Capt. E. A. Cutrell, American Airlines; Herbert Fisher, Chief, Aviation Development Division, The Port of New York Authority; Vice-Adm. C. E. Rosendahl, Executive Director, National Air Transport Coordinating Committee; Robert Aldrich, Director, Airport Operators Council; and jet transport test pilots from both Boeing and Douglas aircraft companies.

Speakers Listed

Speakers slated to address the gathering will be: John Brophy, Federal Telephone and Radio Co. on "TACAN Development"; Jerome Lederer, Director, Flight Safety Foundation, "Flight Safety Foundation Views On Air Safety"; Maj. Tom Savage of Strategic Air Command, "Jet Transport Operation Lessons From SAC"; Harley Kysor, EAL, "Evacuation And Survival—Pilots' Viewpoints"; Dr. Barry King, CAA, "Study Of Ditching Requirements"; J. F. Aveller, Air Cruisers, "Evacuation Problems — Gear Extended"; Melvin Gough, head of Flight Research, NACA, "Airframe Marking For Evacuation"; R. J. Schroers, CAA, "Crash-Resistant Tank Development"; H. W. Atkins, NWA, "Stroboscopic Light For Use For Aircraft Exterior Lighting"; Jim Beaumont, Commercial Sales Dept., Allison Division, General Motors Corp., "Allison 501 Turbo-Prop Engine"; Jack Real, Flight Test Engineer, Lockheed Aircraft, "The Lockheed Electra Airplane."

Also on the program will be a motion picture on Airborne Radar, produced by United Air Lines. Henry Harrison, UAL's head meteorologist and Melvin E. Belzer, of the airline's Flight Operations Administration, will comment on the film.

One of the highlights of the meeting will be a banquet, March 7, at which Charles J. Lowen, recently-appointed Civil Aeronautics Administrator, will be the main speaker.

Master of Ceremonies of the Forum will be Capt. L. Homer Mouden and Capt. Robert A. Stone will act as Master of Ceremonies of the banquet.

Pres. C. N. Sayen will open the gathering with a welcoming address.

First Forum In 1953

Plans for ALPA's Annual Air Safety Forum were first developed in 1952, and approved by the 12th ALPA Convention. The first Forum was held in Chicago, April 1-3, 1953.

ALPA's sponsorship is based on these objectives:

- To insure adequate study of Association air safety subjects for policy-making purposes.
- To provide opportunity for analysis of the work done by special pilot committees.
- To give Association representatives an opportunity to exchange viewpoints with top industry and government representatives.
- To promote ALPA organizational safety efficiency.